DETAILS—CREWE HALL.

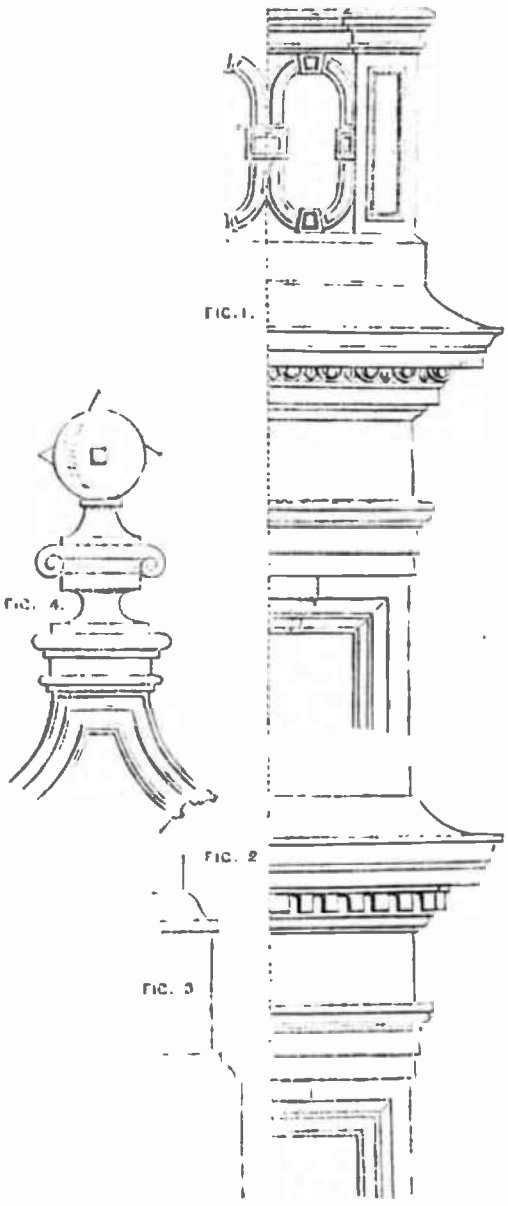

FIG. 1.

FIG. 4.

FIG. 2

FIG. 3

recommendation of a select committee, from the immediate vicinity of a splendid and ample place of worship, which requires not the aid of an adjoining church, and the relics which lie around that incongruous building exhumed—the western face of the quadrangle, by which, according to the present design, it is intended to inclose Westminster Hall, set back, to give greater space between it and Henry the Seventh's chapel;—Parliament-street widened, by removing the block of buildings between it and King-street,—Downing-street finished,—and the Board of Trade completed, a majestic communication would be formed, between the regal and parliamentary palaces; and if Whitehall-street may not, or cannot be straightened throughout, those buildings at least should be thrown back, which, on approaching Trafalgar-square, obtrude, more immediately on the left, to destroy its symmetry."

The recommendation of a select committee to remove St. Margaret's church we protest against strenuously: restore it,—improve it,—make it a fitting adjunct to the neighbouring buildings, but don't think of destroying it

THE WOODS AND FORESTS IN CHELSEA.

We inserted a letter, a fortnight since, respecting the manner in which "White Stiles," in the King's-road, had been arranged by the office of Woods, and expressed astonishment at the beggarly appearance presented. It did not occur to us at the moment that the building sites around the open space belonged to the crown, and had been leased to various builders by the office, or our astonishment would have been much increased. No private individual owning such a plot of land, and anxious to ensure the erection of good buildings upon it, would venture now-a-days to leave the centre space in so unartistlike, not to say disreputable a condition, as the government authorities are about to leave White Stiles. It is seriously to be hoped, for the credit of the office, and the respectability of the neighbourhood, that some improvement of it will be immediately attempted.

Our correspondent on that occasion has since sent us the following remark:—

"Your commentary on my note, respecting White Stiles, Chelsea, is just, but it needs a word of explanation. The Chelsea Commissioners are known to have received, in the matter of the Hospital road, and the embankment road, great favour and consideration from the office of Woods, &c. It is understood that there are other considerable improvements dependent on the favourable consideration of the same board. Such being the case, it might be questionable policy to move at present in other matters; but there is another interest that you represent, viz. Public taste; which is outraged by such anomalous proceedings. W. D.

Chelsea, 3rd Feb. 1846.

THOMAS GRAY, THE AUTHOR OF THE RAILWAY SYSTEM.

The claims of Thomas Gray on the British public, as the man who first proposed, urged in all ways, and assisted in establishing "a general iron railway or land steam conveyance," have been alluded to by us several times. William Howitt, in the "People's Journal"* for September, has an eloquent "word for Thomas Gray." The introduction gives a picture of many earnest men filled with one great idea (or valuable or worthless), whom we, and all, have at different times met with; called bores by their short sighted fellows, and doomed in nine cases out of ten to disappointment and neglect. He says:—

"About twenty years ago Mr. Thomas Gray, then, like myself, residing in Nottingham, used to be noted for what was considered a whimsical crotchet—namely, that a general system of iron-railways might be and ought to be laid down, on which trains of carriages drawn by locomotive steam-engines should run, and thus supersede the use of coaches, and also, in a great measure, canal-boats and stage-waggons for goods. This scheme, it was said, had for years completely taken possession of and absorbed Mr. Gray's whole mind; that it was the one great and incessant subject of his thoughts and conversation; that, begin where you would, on whatever subject—the weather, the news, the political movement or event of the day—it would not be many minutes before, with Thomas Gray, you would be enveloped with steam, and listening to a harangue on the practicability and immense advantages to the nation, and to every man in it, of 'A General Iron Railway.' Of course, Thomas Gray was looked on as little better than a madman, a crotchetty fellow, a dreamer, and builder of Spanish castles—one of the race of discoverers of the elixir of life, the philosophers' stone, and the perpetual motion. With one consent he was voted an intolerable bore. But to Thomas Gray it mattered not what they voted him, what they thought or said of him; a general iron railway for the kingdom was his only and enthusiastic theme. Anon, Thomas Gray and myself came in contact, and true enough he soon broke out ten thousand strong on this railway topic. Visions of railways running all over the kingdom, conveying thousands of people and hundreds of thousands of tons of goods at a good round trot; coaches and coachmen annihilated; canals grown over with duck-weed, or turned into cow-pastures; enormous fortunes made by good speculations; and people coming to dine with you from the Land's End, and going on to tea at John O'Groat's, were thrown out and talked of as sober realities that were to be."

Little thought the world that such things would soon come to pass.

"Thomas Gray saw all this before it existed; planned it, and recommended it by every means in his power. Repulsed by the great and learned, he was not put down; ridiculed, he was not abashed; neglected, he was not daunted; opposed, he still persevered. He omitted no scheme, he spared no exertion to convince the British nation that a new social revolution was at hand; that a new power was about to spring into existence; that a mine of wealth inconceivable, and a field of mechanic glory unrivalled, was lying at its very feet, and soliciting its acceptance. He had at this very time written a book detailing his views and his great plan, which was in its fifth edition, and about to enter its sixth."

Nevertheless, when the idea was admitted, when the truth became apparent, and the vision was a reality, Thomas Gray remained unnn-

* A new illustrated periodical for all classes, published by Bennett, 69, Fleet-street.

To learn about PDF Compression and OCR go to our website